



## Intimations.

## VICTORIA DISPENSARY.

## AERATED WATERS.

**WATER.**—The Water-fused is absolutely pure.

**STEAM PLANT.**—Of the latest and most powerful type.

**SUPERVISION.**—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The **PRODUCT.**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LD.,

VICTORIA DISPENSARY.

## A. S. WATSON &amp; CO., LD.

## CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

## MANUFACTURERS OF AERATED WATERS.

**OUR NEW FACTORY** has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## "BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

**COAST PORT ORDERS.** whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—  
PURE AERATED WATER  
SODA WATER  
LEMONADE  
POTASH WATER  
SALTZETTER WATER  
LITHIA WATER  
SARSAPARILLA WATER  
Tonic WATER  
LEMON SODA  
GINGER ALE  
RASPBERRYADE  
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,  
5, The Hongkong Dispensary, Hongkong.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 30, 1893.

## THE FINANCIAL CRISIS.

The rate of exchange this morning from Hongkong to London by telegraphic transfer was at the rate of two shillings and four pence to the dollar, and to all appearance the lowest limit has not yet been reached. Silver was quoted in London yesterday at two shillings and nine pence per ounce; to-day it has fallen to two shillings and six pence. Yesterday in New York the rate of exchange was sixty-nine gold cents to the silver dollar; to-day the quotation is 65. Of course all these quotations are unprecedented, and where this silver trouble is likely to end is quite beyond mortal ken.

It is reported by cable that the present state of affairs is causing the greatest uneasiness throughout the financial markets of the world. That would naturally be the effect of this sudden fall in the silver currency. Failures in the United States have been announced, although no particulars regarding them are yet available; but the probability of serious failures much nearer hand is causing considerable uneasiness in local circles. The recommendations of Lord HIRSCHMANN's Commission have simply created a revolution in the financial system of the world. And so far as Hongkong is concerned, the exceedingly curt, not to say discourteous, telegram sent by the Viceroy of India yesterday to Messrs. DAVID SASSON, SONS & CO., representatives of the Hongkong merchants engaged in trade with India, has had a paralyzing effect throughout the colony. It is no more figure of speech to say that business in Hongkong is at a standstill. The effect of the establishment of a gold

standard for India must have been foreseen; its results are inevitable. It would serve no useful purpose to blink the fact that henceforth trade between Hongkong and India is dead; the immense business in cotton-yarn between Bombay and China will pass along to the Japanese, as both the capital and energy of this colony, which possesses many substantial advantages for the construction and working of factories, are in a state of depression that is anything but encouraging. In Bombay the factories will be compelled to stop work; and many owners will be ruined.

It would only intensify the situation to work out in detail the probable effects of this scare on Hongkong generally; we prefer to wait until some reliable inferences can be formed as to where the depreciation of silver is likely to stop. That some local failures may have to be recorded is only too probable, and there can be very little doubt that more than one of our banking concerns will have quite enough to do to "weather the gale." At present all is uncertainty; what the next hour may bring forth it is quite impossible to foretell, but so far as Hongkong is concerned the prospect is gloomy in the extreme.

## TELEGRAMS.

## THE SILVER QUESTION.

LONDON, June 27th.  
The Indian mints have been closed to the free coinage of silver.  
Ruppes will be issued in exchange for gold and sovereigns at the rate of sixteen pence.  
It is intended to eventually introduce an Indian Gold Standard.

## THE "VICTORIA" DISASTER.

The collision between the *Victoria* and *Camperdown* occurred while the ships of the Squadron were forming in line, the sea at the time being calm.

Vice-Admiral Tryon gave instructions to keep the *Victoria* towards the land, hoping to keep the vessel afloat until she could be run ashore; but she quickly commenced to go down by the head, when the Admiral, who was on the bridge and remained there to the last, seeing that the ship was sinking, passed round the order for every man to look after himself.

Two tremendous explosions occurred immediately after the vessel sank.

[The above telegrams were inadvertently omitted from last night's issue.—Ed.]

## THE HOME RULE BILL.

June 29th.  
In the House of Commons Mr. Gladstone gave notice of a resolution to expedite the passing of the Home Rule Bill, proposing that the Bill be reported on the 27th of July, and that meanwhile the debate be divided into four sections, to be "closed" on fixed dates.

## LOCAL AND GENERAL.

A YOUNG woman who was arrested in New York the other day said she was an angel. She was evidently a long way from home.

Globe Trotter.—What a hideous noise these Chinese make.

Berlin Bit.—Dot wain't Chinese; dot's our Club!

It has been very aptly said that the difference between "faith cure" and "mind cure" is that the mind cure doesn't require any faith and the faith cure doesn't require any mind.

Old Soak.—Where's your watch and chain? Been stolen?

Jim.—No; my lawyer has them.

Old Soak.—Where's the difference?

The Agents (Messrs. Dowell, Carilli & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Tacoma* arrived at Yokohama on her voyage from Tacoma on the 28th inst., and left for this port, via Kobe, yesterday.

The Melbourne City Council has reduced the salaries of its employees from ten to twenty per cent. The rate-payers there exercise a judicious control over their own affairs, without reference to the chief clerk of the Colonial Office in London.

In New York it is quite the proper thing now to applaud the sentiments of a preacher in the pulpit by clapping the hands. On a recent occasion the only way to stop the applause was to pass around the contribution boxes. That promptly settled the business.

The excavators at Delphi have dug up a colossal marble statue of Apollo. The sculpture is of the best antique school, and the statue itself is excellently preserved, with the exception that the nose is broken. It somewhat resembles the Apollo of Tenia in the Museum at Munich.

It will be seen by advertisement that Mr. J. H. May, Harbour Master at Canton, has notified that a wooden confical buoy, 7 feet 6 inches in diameter, and painted red, has been moored in 13 feet low water spring tides, off the South-western end of the Bird's Nest Rocks, in the Macao Port Reach, at the southern entrance to Canton. A red light will be exhibited on this buoy from sunset to sunrise.

As an instance of the contempt with which the Chinese regard the Dutch and of the general unsatisfactory condition of affairs in Achern, the *Sourabaya Courant* mentions that while earshot of the lines held by the army of occupation at Kotia Rajah, the Achinese have held for more than a year a strongly fortified position at a place called Kahit. The position is formidable from the fort being protected by marshy ground and fences of thorny bamboo. Two attacks made on the fort last year failed.

A GRAVEY PARRY.—"Hooch, ay! it was a gravey parry." "Ant hoo many was there of you?" "Naluel" was one. Shon Grant was two, the two Gouns was three, Neil Graham was lower—there was five of us, though, whether. Neil Graham was one, Shon Grant was two, Naluel was three, the two Gouns was lower. Hooch, ay! but shoo! count it noo. Naluel was one, the two Gouns was two, Shon Grant was three, Neil Graham was four, Hooch, ay! there was only lower of us after a, whoa, efer!"

Thus the San Francisco Chronicle of the 26th ult.—It would be a good idea to have Justice Brewer of the United States Supreme Court married. Not content with preaching pre-Chinese doctrines before Eastern lovers of the coin he knew that he would soon have to pass upon the Geary Act in his official capacity, he now talks about the Behring Sea case, and declares that he has little confidence in the American case. Of course, his opinion as a Justice of our highest court will be called to England and will furnish comfort to our enemies.

A GEM from "Brownie's" marmors for next Saturday.—"Pumpkins are said to be very fattening for pigs, but I have never tried them myself." Curious, with slow music.

JUSTICE "BICKETT," of Melbourne, says he will only inflict a nominal sentence on men who are convicted of offences against girls of 16, if the damsels are consenting parties, and so developed physically as to be liable to deceive a man's to their age. The other week his Honour spoke scathingly from the bench about "raising the age of consent."

At the Cotte coal mines, the other day, as the steamer *Houthandel Bureada* was taking in a cargo of that fuel, she suddenly foundered at her moorings. The engines and several stokers, who happened to be below, were drowned, but the rest of the crew escaped unhurt. A Java paper ascribes the mishap to a boiler exploding, which was the more inexplicable as all the boilers had been passed by an official inspector, and the vessel was plying under a certificate of seaworthiness granted by a commission of experts.

SCIENTISTS, capitalists and owners of steam tonnage throughout the world, says the *San Francisco Bulletin*, are eagerly watching for the arrival of the new British steamship *Tamara*, which sailed from Shields, England, on May 6th for Philadelphia. They are all interested because the *Tamara* is the first vessel that has ever attempted to cross the Atlantic driven by steam generated with petroleum as fuel instead of coal. The vessel is a built oil carrier of 1,500,000 gallons capacity, and will load at Philadelphia with oil for France.

EXPERIMENTS with a new system of light-house signals lately been made at New Haven, says the *American Engineer*, the idea being that with a system of shutters, to cause flashing lights, a number may be designated as far off as the light can be distinctly observed, and thus by reference to a "port book," the lightkeepers being all numbered and recorded, the master of any vessel approaching the coast at night could be certain of his location. It is thought by some that this would be a surer system of the recognition of lights than the present style of so many flashes per minute or differences of color height, etc., but this still remains to be demonstrated to the satisfaction of all.

How "bull's" are made. The Singapore *Free Press*, quoting from a Ceylon exchange, says: "A *Warra* has been brought to Colombo by the *Warra*, from Calcutta, that Miss. Vignee Dagnan, the famous serpentine dancer of the Lyric Co., which recently visited Colombo, has just married Mr. Bullock, a son of the captain of the *Glasgow*. Everyone will wish the fair damsel good luck. Mr. Bullock is now acting as Secretary of the Company, indignantly denies the story, which he says is a mere creation of the imagination of the public." Furthermore, Bullock is absolutely repudiated.

The Sydney *Bulletin* on the opening of that gifted piece of bumbug, the Imperial Institute:—"Queen Victoria, seated on a golden throne, presented her by some towering Oriental sinner with pipe-stem legs, opened the Imperial Institute, the buildings whereof have now been 'dedicated' by the Archbishop of Canterbury. Dedicated to what? To a system of complex tyranny that turns many of the prerogatives of the Almighty! To a slavish hierarchy that looks down the mean servile of dissenting religions! To the inmates of royal palaces that bestride the smaller tyrannies, and arrogantly sanctifies its own and their plundering with the double seal of sanctification and blasphemy, and this while the gaunt millions of London and Hell and all England offer their starving bodies to the bayonets of a hissing soldiery, in despair of earning the price of their carriage. Can Heaven and Hell make a stronger contrast of rampant magnificence and destitute equality?"

A NOTABLE feature of the telegraph, says the *Engineering Magazine*, is that characters of any description, including plans, sketches, etc., in addition to simple writing, may be transmitted by means of it. This opens a field in which such a system might have a monopoly—the transmission of Chinese and Japanese writing. Since the Chinese "alphabet" consists of many thousands of characters it would be impracticable to employ such a code of signals as those composing the Morse alphabet for telegraphing in that language. The Chinese might be required for a single character perhaps fifty dots and as many dashes. When it is now desired to dispatch a message in Chinese the sender imparts, in Chinese speech or writing, the substance of his message to the telegraph operator, who refers to a code-book containing Chinese characters representing the phrases most current among merchants, and transmits in English the numbers corresponding to those phrases, forwarding the numbers to the proper station. There the operator, by the aid of a duplicate code-book, retranslates the message into Chinese and sends it to the addressee, a practice certainly not conducive to accuracy.

Re the fast passages of sailing ships, a correspondent writes to the *San Francisco Commercial News*:—"Regarding your mention of a recent voyage performed by the British ship *Lech Elton*, which made the trip from the Clyde to Melbourne and return in 61 days, it is noted that the London journal *Fairplay* would like to have it if this record had been beaten. In reply to the London paper, the *Lech Elton* writes: 'The round trip of the English ship *Malva* to Melbourne and return, 5 months 18 days, of which 28 days were spent in the port of Melbourne. Second, the following trip of the same ship, 6 months, even, the round. But better yet, the first round trip of the American-built clipper *Red Jacket* was 5 months 11 days, including detentions. And even this run was surpassed by that of the American-built *Lightning*, which vessel did it in 5 months 8 days, the starting point in each case being Liverpool. We do not know whether or not this last has ever been beaten, but we doubt if any modern-built ship could do it.'

THE London correspondent of a Glasgow paper tells the following story which illustrates the manner in which the Gael is regarded by the Saxon even in these days of railways, telegraphs, steamships and guide-books.—During the Battle of Shiloh, the day after the battle, a little boy, a son of the General, went to have a walk and brush up. London barbers are a peculiarly communicative set, and the busy little man could not resist remarking upon the great victories of the Saxon at the range. "You see, sir," he said, "them Scots, they are a queer lot. It's all money with them—no love of sport, sir." "Indeed?" "Yes, sir, they like the football, sir." (He meant "kilted.") "And he laughed heartily at his playmate in knowing the yankees." "But, then, sir," he continued, "they're always a school, sir, they're a bit of a party at something or other. When they hear they're only got to step out of their 'kilt' and measure five hundred yards down the field, and fire away. 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## The Share Market.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—105 per cent, steady, sellers.  
 The National Bank of China, Ltd.—on £8.10, bid up, —25 per cent, sellers.  
 The National Bank of China, Ltd.—Founders shares, \$140 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$20, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Chinese Imperial Loan of 1884, B—24 per cent, premium, sellers.  
 Chinese Imperial Loan of 1884, C—2 per cent, premium, buyers.  
 Chinese Imperial Loan of 1886, E—14 per cent, premium.  
 Union Insurance Society of Canton—\$32 per share, buyers.  
 China Traders' Insurance Company—\$52 per share, sales.  
 North China Insurance—Tis. 115 per share, buyers.  
 Canton Insurance Company, Limited—\$113 per share, buyers.  
 Yangtze Insurance Association—\$100, sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$225 per share, sellers.  
 China Fire Insurance Company—\$83 per share, sales and buyers.  
 Hongkong, Canton, and Macao Steamship Co.—\$267 per share, sales.  
 China and Manila Steam Ship Company—\$18 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—\$41 per share, discount, sellers.  
 Douglas Steamship Company—\$36 per share, sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—70 per cent, premium, sales.  
 Geo. Fenwick & Co., Limited—\$144 per share, sales and buyers.  
 Hongkong Hotel Company—\$19, per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.  
 The Shamien Hotel Co., Limited—\$44 per share, buyers.  
 Punjion Mining Co.—\$51 per share, sales and sellers.  
 The Raub Gold Mining Co., Limited—\$31 per share, sales and buyers.  
 The Balmoral Gold Mining Co., Limited—50 cents, per share, sales and buyers.  
 Soddie Franchise des Charbonnages du Tonkin—\$50 per share, sales and buyers.  
 The Johnston and Trading Co., Limited—\$54 per share, sales and buyers.  
 The Selam Tin Mining Co., Limited—4 cents per share, sellers.  
 London & Pacific Petroleum Co., Ltd.—niz. nominal.  
 China Sugar Refining Company, Limited—\$124 per share, cum new issue, buyers.  
 Luen Sugar Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$111 per share, buyers.  
 Dikin, Crutchfield & Co., Limited—\$2 per share, sellers.  
 Hongkong Dry Farm Co., Limited—\$44 per share, buyers.  
 The Kwong Lung Investment Co., Limited—\$74 per share, sales.  
 The Kwong Lung Investment Co., Limited—\$54 per share, sales.  
 The West Point Buildings Co., Limited—\$23 per share, sellers.  
 H. G. Brown & Co., Limited—\$8 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.  
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, sellers.  
 Hongkong Cement Company—\$105 per share, ex div. buyers.  
 Hongkong Ice Company—\$60 per share, sellers.  
 Hongkong and China Bakery Company, Limited—305 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$31 per share, sellers.  
 The Green Island Cement Co.—nominal.  
 The Hongkong Electric Light Co., Limited—\$31 per share, sales and sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High Level Tramway Co., Limited—\$57 per share, sales.

**EXCHANGE.**  
 On London—Bank, T. T. 2/4  
 Bank Bills, on demand 2/4  
 Bank Bills, at 4 months' sight 2/4  
 Credits at 4 months' sight 2/4  
 Documentary Bills, at 4 months' sight 2/4  
 On India—Bank, T. T. 176  
 On Demand 176  
 On Shanghai—Bank, T. T. 714  
 Private, 30 days' sight 724

**VISITORS AT THE HONGKONG HOTEL.**  
 Mrs. M. Barnett. Mrs. W. S. Davis.  
 Mrs. H. Barnett. Mrs. K. Dival.  
 Mr. C. Black. Mr. P. H. H. H. H.  
 Captain Bourke, R.N. Mr. A. B. Macdonald.  
 Mr. G. Call. Mr. T. Mitchell.  
 Count Coudenhove & Mr. W. Schipper.  
 Mr. H. S. Cooke. Dr. H. Sheppard.  
 Mr. J. H. Camond. Major & Mrs. Sherrin.  
 Mr. A. Delphon. Mr. and Mrs. Sumner.  
 Mr. E. H. Derrick. Mr. A. S. Thomson.

**VISITORS AND RESIDENTS AT THE PEAK HOTEL.**  
 Mr. Adamson. Mr. V. Kolod.  
 Mr. H. W. Bird. Mr. W. H. Loxley.  
 Mr. C. E. Bird. Mr. MacLennan.  
 Captain von Carbach. Mr. & Mrs. E. J. Main.  
 Mr. A. Cumming. Mr. and family.  
 Mr. C. H. Dallas. Mr. Medhurst.  
 Mr. F. Deacon. Mr. Monney.  
 Mr. and Mrs. R. Dixon. Mr. Nash.  
 Mr. F. East. Captain J. W. Nelson.  
 Mr. W. E. van Eps. Mr. H. W. Ramsay.  
 Mr. C. O. S. S. C. Mr. H. M. Robertson.  
 Mr. C. F. A. S. Mr. F. A. S. S. S.  
 Mr. E. J. Grist. Mr. Sparrow.  
 Mr. T. H. Howard. Mr. E. Tomlin.  
 Mr. Kago. Mr. Young.

**THE P. M. S. S. Co.'s steamer City of Peking,** with mulls, &c., left San Francisco for this port via Yokohama, on the 24th instant.

**NORTHERN PACIFIC MAIL.**  
 The Northern Pacific Steamship Co.'s steamer Tacoma left Victoria, B.C., for this port via Japan on the 20th instant.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer Empress of Japan left Vancouver for Japan, Shanghai and Hongkong on the 26th instant.

**STEAMERS EXPECTED.**  
 The D. D. R. steamer Frigate left Singapore on the 25th instant, and may be expected here on the 26th.  
 The Ocean Steamship Co.'s steamer Pyrrhus left Singapore on the 26th instant, and may be expected here on the 27th.  
 The Austrian Lloyd's S. N. Co.'s steamer Vindobona left Kobe on the 25th instant, and is expected here on the 27th.  
 The P. & O. S. N. Co.'s steamer Mantilla left London for this port on the 28th ultimo.

## Shipping.

**ARRIVALS.**  
 ADEN, British steamer, 2,517, L. M. Wilmer, 29th June—Shanghai 15th June, General—P. & O. S. N. Co.  
 TOONAN, Chinese steamer, 930, J. P. Lowe, 30th June—Canton 30th June, General—C. M. S. N. Co.  
 CHANG HYE TENG, British steamer, 923, M. G. Scott, 30th June—Rangoon, via Penang, Singapore, and Hongkong, 13th June, General—Bun Hin Chan.  
 MALWA, British steamer, 1,694, H. S. Blackburne, 30th June—London, via Bombay 14th June, and Singapore 25th, Mails and General—P. & O. S. N. Co.  
 KWILIN, British steamer, 1,088, J. B. Harris, 30th June—Amoy 28th June, and Swatow 29th, General—Butterfield & Swire.

**CLARANCES AT THE HARBOUR OFFICE.**  
 Glengyle, British steamer, for Shanghai.  
 Namon, British steamer, for Swatow, &c.  
 Iron Duke, German bark, for New York.  
 Arratoon Apar, British ship, for Singapore, &c.  
 Chang Hye Teng, British steamer, for Amoy.

**DEPARTURES.**  
 June 29, Emerald, British ship, for Amoy, &c.  
 June 30, Tataros, German ship, for Saigon.  
 June 30, Catterthun, British ship, for Shanghai.  
 June 30, Benglor, British steamer, for Saigon.  
 June 30, Para Cham Kien, British steamer, for Bangkok.  
 June 30, Arratoon Apar, British steamer, for Singapore, &c.  
 June 30, Taiyick, German steamer, for Singapore and Bangkok.  
 June 30, Namon, British ship, for Swatow, &c.  
 June 30, Nanyang, German ship, for Shanghai.  
 June 30, Kingsland, British ship, for Shanghai.  
 June 30, Glengyle, British ship, for Shanghai.

**ASSESSMENT—ARRIVALS.**  
 Per Aden, from Shanghai—48 Chinese.  
 Per Chang Hye Teng, from Rangoon, &c.—193 Chinese.  
 Per Malwa, from London for Hongkong—Messrs. James Maxwell, J. J. Bishop, and Miss Pollock's native servant. From Brindisi—Mr. Hoskey. From Bombay—Mr. E. Abdol Hoo. From Penang—15 Chinese. From Singapore—Mr. Herman Molkenbier, and 15 Chinese. From London via Bombay for Shanghai—Mr. and Mrs. R. S. Raphael. From London—Messrs. J. L. Newmar, Bourne, and Gollard. From Singapore for Kobe—3 Japanese (deck). From Bombay for Yokohama—Mr. J. Moncreiff.

**REPORTS.**  
 The British steamship Chang Hye Teng reports that she left Rangoon, via Penang, Singapore, and Hongkong, on the 13th instant. Had light south-west monsoon and fine weather throughout.

## Post Office.

**A MAIL WILL CLOSE—**  
 For Singapore and Bangkok—Per Taiyick to-morrow, the 1st July, at 11:30 A.M.  
 For Chefoo and Newchwang—Per Swatow to-morrow, the 1st July, at 11:30 A.M.  
 For Singapore, Batavia, Samarang and Sourabaya—Per Kurlin to-morrow, the 1st July, at 11:30 A.M.  
 For Swatow and Shanghai—Per Choyang to-morrow, the 1st July, at 2:30 P.M.  
 For Amoy—Per Chang Hye Teng to-morrow, the 1st July, at 2:30 P.M.  
 For Shanghai—Per Toonnan to-morrow, the 1st July, at 3:30 P.M.  
 For Swatow, Amoy, and Tamsui—Per Hal-long to-morrow, the 1st July, at 5 P.M.

## SHIPPING IN HONGKONG.

**STRAIMERS.**  
 ACTIV, Danish steamer, 315, H. Hygon, 13th June, Peking 12th June, and Hongkong 14th, General—Arnhold, Karberg & Co.  
 BORMIDA, Italian steamer, 1,499, F. Ansaldo, 28th June, Bombay 7th June, and Singapore 22nd, General—Carlson & Co.  
 BORNKO, Dutch steamer, 1,490, Theunis, 19th May—Bangkok 18th May, Rize, and Lanx and Wegener.

**CHRY-SANO, British steamer, 1,194, R. C. D. Bradley, 29th June—Canton 29th June, General—Jardine, Matheson & Co.  
 CITY OF RIO DE JANEIRO, American steamer, 3,548, J. T. Smith, 29th June—San Francisco 1st June, and Yokohama 20th, Mails and General—P. M. S. S. Co.  
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 27th June—Vancouver 5th June, via Yokohama, Kobe, Nagasaki, and Shanghai 24th, General—Canadian Pacific Railway Co.  
 HAILONG, British steamer, 783, J. S. Roach, 29th June—Tamsui 22nd June, and Amoy 27th, and Swatow 28th, General—D. Lapal & Co.  
 HONGAY, British steamer, 1,563, James Young, 19th June—Hongay 16th June, Conla, and Jardine, Matheson & Co.  
 MATHILDE, German steamer, 600, P. Moos, 28th June—Saloon 18th June, and Amoy 26th, Rice, Paddy, and General—Stemmen & Co.  
 METAPEDIA, British steamer, 1,454, W. Fraser, 20th June—Saloon 16th June, Rice and Paddy—Arnhold, Karberg & Co.  
 NUNIKEN, German steamer, 3,007, B. Blauke, 24th June—Yokohama 17th June, Kobe 19th, and Nagasaki 20th, Mails and General—Melchers & Co.  
 PATHAN, British steamer, 1,764, W. H. Wright, 23rd June—Kutchinola 18th June, Coal and Matches—Dodwell, Carill & Co.  
 PILOT FISH, British steamer, 161, A. Stogart, Hongkong and Whampoa Dock Co.  
 PROPONTIS, British steamer, 1,397, W. H. Farrand, 14th March—Saloon 6th March, Rice and Paddy—Arnhold, Karberg & Co.  
 PROROS, German steamer, 1,150, H. Johanson, 29th June—Bangkok 16th June, Rice—Wilder & Co.  
 RIO GERMAN, steamer, 1,103, C. H. Davidson, 20th June—Saloon 25th June, Rice and Paddy—Wilder & Co.**

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer City of New York, with mulls, &c., from San Francisco, left Yokohama on the 28th instant, and may be expected here on the 3rd proximo.  
 The P. & O. S. N. Co.'s steamer Mantilla, with mulls, &c., left San Francisco for this port via Yokohama, on the 17th instant.

**HONGKONG—STEAMERS.**  
 (Continued.)  
 SWATOW, German steamer, 642, C. Bluge, 26th April, Canton 26th June, General—Melchers & Co.  
 YIKANG, British steamer, 887, W. Waddilove, 19th June—Manila 16th June, General—Jardine, Matheson & Co.

**SAILING VESSELS.**  
 ANCAROS, British ship, 1,703, Fulton, 29th May, April, Oil—Marten.  
 CINDIA, Danish bark, 1,158, H. Pedersen, 9th June—New York 29th December, Kerosene Oil—Order.  
 GOLDEN FLECK, American schooner, 125, R. Quilston, 18th June—Pellew Island 7th May, Copra and Becho-de-mer—Order.  
 HABITANT, British ship, 1,619, W. P. Potter, 14th May—New York 24th Dec., Oil—Melchers & Co.  
 HENRY-FAILING, American ship, 1,879, G. Merrison, 15th June—San Francisco 30th April, Oil—Marten.  
 ICEBERG, American ship, 1,135, Treat, 1st June—New York 4th January, Kerosene Oil—Jardine, Matheson & Co.  
 IRON DUKE, German bark, 1,413, H. Hasbagen, 14th April—New York 29th Oct., Petroleum—Shewan & Co.  
 JAPAN, Peruvian bark, 390, Juan E. Taborda, 28th May—Callao 12th March, General—Order.

**JOHANN ADOLPH, German bark, 310, E. Weiss, 26th June—Albay (W.I.), 17th May, Sandalwood—Jardine, Matheson & Co.  
 NICOLA, British bark, 596, T. Norris, 31st June—San Francisco (California), 23rd April, General—Wilder & Co.  
 ORANGE GROVE, British bark, 185, Jas. Duncan, 23rd June—Natal (S.A.), 1st April, Ballast—Glan & Co.  
 PARAMITA, American ship, 1,493, Soule, 21st April—San Francisco 17th Feb., Flour—Chinick.  
 PRINCIPALITY, British 4-masted ship, 1,958, E. Jones, 26th May—New York 26th January, Kerosene Oil—Jardine, Matheson & Co.  
 SETIA, British bark, 606, Le Sauvage, 26th May, Champion Bay, W.A., 5th April, Sandalwood—Jardine, Matheson & Co.  
 SOMALI, British 4-masted ship, 3,335, D. Morgan, 17th May—Singapore 21st March, Ballast—Order.  
 SPRINGWAY, British 3-masted schooner, 324, W. Garrick, 14th May—Shark Bay, W.A., 6th March, Sandalwood—Captain.**

## Hotels.

**PEAK HOTEL.**  
 OPEN ALL THE YEAR ROUND.  
 THIS commodious and well appointed HOTEL, situated at a height of 1,500 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

**SUMMER RATES.**  
 One person, per day, 4 00  
 One person, per week, 25 00  
 One person, one month, 75 00  
 Married couple (occupying one room) per day, 7 00  
 Married couple (occupying one room) per week, 45 00  
 Married couple (occupying one room) per month, 120 00  
 For full particulars apply to  
 HONGKONG, 11th April, 1893. [235]

## THE SHAMEN HOTEL.

**BRITISH CONCESSION, CANTON.**  
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.  
 The Bed-rooms are cool, airy and comfortably furnished; and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.  
 The Table D'hôte is supplied with every luxury in season, and the cuisine is in expert hands.  
 Wines, Spirits, Malt Liquors, &c., of the best quality only.  
 A WELL APPOINTED BILLIARD ROOM.  
 JOHN C. FOSTER, Proprietor.  
 HONGKONG, 1st September, 1892. [247]

## THE WESTERN HOTEL.

**QUEEN'S ROAD WEST.**  
 OLD "BEN" PRESIDES.  
 A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE. The very best LIQUORS and ACCOMMODATION.  
 They come as Strangers but leave as Friends.  
 BEN FRANKLIN TAYLOR, Proprietor.  
 HONGKONG, 28th March, 1893. [389]

## THE STAG HOTEL.

**QUEEN'S ROAD CENTRAL.**  
 THE HOTEL OF THE EAST FOR WEST-ENDERS.  
 BEST LIQUORS procurable in the Market.  
 Good ACCOMMODATION and CIVILITY.  
 Come and see how we have transformed the old "STAG."  
 WILLIAM WATERS, Proprietor.  
 HONGKONG, 17th March, 1893. [353]

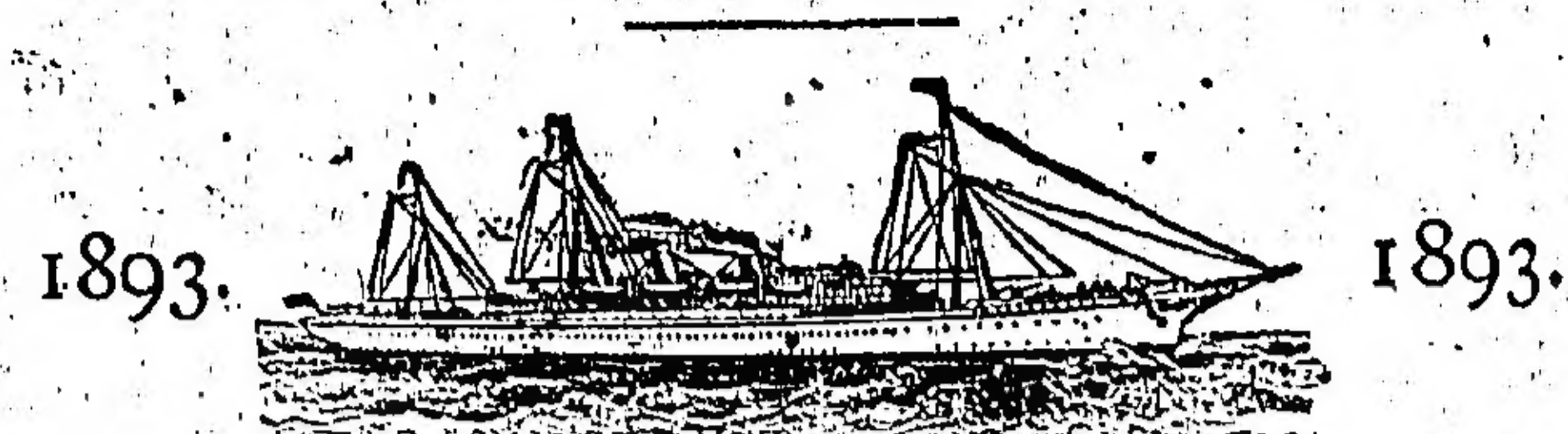
## TAKARADZUKA HOTEL.

**ONE HOUR AND A HALF FROM KORE.**  
 EXCELLENT CUISINE AND CELLAR.  
 LOVELY SCENERY AND COOL NIGHTS.  
 THE IRON MINERAL BATHS, and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema, and other affections.  
 For terms and particulars, apply to  
 MISS ALICE HUGHES, Manageress.  
 HONGKONG, 17th March, 1893. [353]

## HAUSENSTEIN'S HOTEL.

**A MOY.**  
 THIS First-class FAMILY HOTEL, situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.  
 An EXCELLENT TABLE, is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.  
 Terms Moderate.  
 R. HELLWIG, Proprietor.  
 Amoy, 1st September, 1892. [259]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN-SCREW STEAMERS, 10,000 HORSE POWER.  
 PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA .....6,000 Tons.....WEDNESDAY, 5th July.  
 EMPRESS OF JAPAN .....6,000 ".....WEDNESDAY, 26th July.  
 EMPRESS OF CHINA .....6,000 ".....WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.  
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, with Passengers' choice of Atlantic Line.  
 RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.  
 SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back, occupying 13 to 14 days only. Return Fare, \$75.  
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Sea-board, and running its own Sleeping Coaches through without change. The Dining Car and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.  
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.  
 For further information as to Passage and Freight, apply to  
 D. E. BROWN, General Agent.  
 Hongkong, 30th June, 1893.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.  
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 6th July.  
 City of New York (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Wednesday, 12th July.  
 City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Thursday, 27th July.  
 THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 6th July, at 5 P.M., taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
 First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rates.  
 Particulars of the various routes can be had on application.  
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.  
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, a value of same is required.  
 Consular invoices to accompany Cargo destined to Ports beyond San Francisco, the United States, should be sent to the Company's Office, Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 17th June, 1893.

## THE OVERLAND RAILWAYS.

AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
 Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 20th July.  
 Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 17th Aug.  
 Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Sept.

## THE Steamship "GAELIC".

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 20th July, at Daylight. Connection being made at Yokohama with Steamers from Shanghai. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
 Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.  
 Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.  
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.  
 All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 27th June, 1893.

## NOTICE.

JEY'S SANITARY COMPOUNDS & COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.  
 St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co., Bank Buildings.  
 Hongkong, 19th June, 1893.

## DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI FONG, Surgeon-Dentist, No. 16, PAGANILAR STREET, TERMS VERY MODERATE. Consultation free.  
 Hongkong, 27th September, 1892. [376]

## THE BANK BUILDINGS.

QUEEN'S ROAD, (Opposite Hongkong Hotel). CONSULTATION FREE.  
 Hongkong, 27th July, 1893. [14]

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
 Tacoma ..... Tuesday ..... July 18th.  
 Mogul ..... Tuesday ..... August 8th.  
 Victoria ..... Tuesday ..... August 29th.  
 Tacoma ..... Thursday ..... Sept. 2nd.  
 Mogul ..... Thursday ..... October 10th.

## THE Steamship.

"TACOMA", Captain J. Hill, sailing at Noon, on TUESDAY, the 18th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.  
 Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Cambrlan and United States Ports.  
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.  
 Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.  
 For further information as to Passage or Freight, apply to  
 DODWELL, CARILL & Co., Agents.  
 Hongkong, 17th June, 1893.

## Intimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.  
 Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.  
 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

## G. FALCONER &amp; CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
 No. 48, Queen's Road Central. 1693

## CHS. J. GAUFF &amp; CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.  
 CHARTS AND BOOKS.  
 Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Votlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, No. 8, Queen's Road Central. 1694

## J. Blackhead &amp; Co.

SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS, No. 7, FRYA CENTRAL, HONGKONG.

## SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.

HARTMANN'S GREY PAINT for coating the Inside of STEEL SHIPS.

## MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS, TRAMWAYS, COACHES AND FIRE ENGINES.

## LIFE-BUOYS, LIFE-RATS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS AND BLACKSMITHS' MACHINERY AND TOOLS.

## EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

## REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.  
 Hongkong, 21st October, 1892. 100

## Some Children Growing Too Fast.

become fat, fretful, without energy, thin and weak. But you can fortify them and build them up, by the use of

## SCOTT'S EMULSION OF PURE CO LIVER OIL AND HYPOPHOSPHITE.

Of Lime and Soda. They will take readily, for it is almost as palatable as milk, and the two times as efficacious as plain Oil. And it is not remembered in the AS A PREVENTIVE OF RICKETS, OF SCURVY, OF GOITRE, OF THE OLD AND YOUNG, IT IS UN-EQUALLED. Beware of cheap imitations sold by all Chemists.

SCOTT & BOWNE, LIMITED, 47, MARK LANE, LONDON.

Sole Agents for Hongkong and Amoy: Messrs. A. S. WATSON & Co., Hongkong, 19th June, 1893.

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